

**UNITED STATES DEPARTMENT OF HOMELAND SECURITY**

**TRANSPORTATION SECURITY ADMINISTRATION**

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**Before the**

**SUBCOMMITTEE ON INTELLIGENCE, INFORMATION SHARING, AND  
TERRORISM RISK ASSESSMENT  
COMMITTEE ON HOMELAND SECURITY  
UNITED STATES HOUSE OF REPRESENTATIVES**

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Good morning, Chairman Simmons, Ranking Member Lofgren, and members of the Subcommittee. Thank you for this opportunity to speak with you about the Transportation Security Administration's Office of Intelligence (OI) and its crucial role in assuring transportation security. OI serves the Assistant Secretary, key TSA staff, TSA field elements and a select, specialized set of stakeholders located mainly in the transportation sector. As such, its efforts complement and are coordinated with the broader mission of the Department of Homeland Security (DHS). Today, I would like to address who we are, what we do and our ongoing efforts to improve intelligence at TSA.

**Our Mission**

The layered approach to security seeks to identify and deter threats well before they reach America's airports, railways, highways, mass transit, and ports and pipelines. United States government agencies work with others around the globe to identify and disrupt terrorist activities at their source. U.S. Customs and Border Protection activities further identify potential terrorists and bar their entry into the United States. Federal, State, and local law enforcement work together with the FBI in Joint Terrorism Task Forces across the United States to identify and disrupt terrorist activities within the country. Intelligence activities are vital to the success of this effort and TSA's OI is a key part of the intelligence team.

Although many of TSA's most visible programs, like aviation checkpoint screening, are intended to deter and physically prevent terrorists from carrying out a planned attack, the reality is that much of what TSA does is focused on stopping terrorists before they launch an attack. OI is absolutely critical to that effort because information, analyzed and shared, is the very heart of this defense. That is why we are working to enhance TSA's role as an information resource to support our partners and stakeholders in transportation security. Our goal is to make sure that our government and private sector partners

receive timely information from us and communicate directly with us so we can achieve maximum effectiveness in our response to terrorism and ideally in its prevention.

OI is legislatively mandated by the Aviation and Transportation Security Act of 2001 (ATSA), further revised by the Homeland Security Act of 2002. ATSA directs TSA to “receive, assess, and distribute intelligence information related to transportation security; assess threats to transportation; develop policies, strategies, and plans for dealing with threats to transportation security; [and] act as the primary liaison for transportation security to the intelligence and law enforcement communities...”

OI is the intelligence organization for TSA, providing an organic capability to review, synthesize, and analyze transportation specific intelligence. It is the only federal intelligence entity focused solely on security of the transportation sector. OI coordinates closely and shares information with other DHS components, the intelligence and the law enforcement community, other government departments and agencies such as DOT and FAA, and the transportation industry. To facilitate collaboration with the intelligence community and provide rapid analysis and notification of threats, this office has placed liaison officers with key intelligence community and law enforcement agencies across the Federal government.

OI is critical to TSA’s overall risk-based security strategy. Its products provide a threat framework to prioritize security resources which is regularly used by the Federal Air Marshal Service, Federal Security Directors and the transportation industry. The office operates and maintains a twenty-four hour a day, seven days a week intelligence capability for TSA and, in conjunction with the Transportation Security Operations Center (TSOC), disseminates warnings and notifications of credible and imminent threats.

In order to perform its mission, OI provides and maintains the information technology (IT) infrastructure for interfacing OI with U.S. Government classified networks. It also maintains secure electronic connectivity to over 190 TSA field elements via the Remote Access Security Program (RASP) that provides the TSA field with access to classified information in a timely and secure manner.

It must be stated that TSA’s OI is one part of the team at a complex and multi-functional Department of Homeland Security. We are fully committed to the Secretary’s objective as stated before the full committee this past October by Charlie Allen, DHS’s Chief Intelligence Officer, of integrating the intelligence elements of the Department so as to “create a unified intelligence culture, improving the flow of intelligence information both horizontally and vertically throughout the organization, and improving the reporting of intelligence information from the Department’s operating components and providing actionable, relevant analysis back to them.”

The Office of Intelligence consists of two Divisions. The Intelligence Watch and Outreach Division functions as a 24/7 watch, providing indications and warning information related to transportation security while fulfilling vital communication and

liaison roles. The Current Intelligence and Assessments Division assesses current and emerging threats across all modes of transportation and creates products that are key to shaping security policy and developing and implementing countermeasures.

### **Intelligence Watch and Outreach**

Our Intelligence Watch and Outreach (IW&O) Division employs a cadre of experienced intelligence officers who operate and maintain a 24/7 intelligence watch capability for TSA. The essential goal of their efforts is to identify and assess the credibility of any security threat(s) to U.S. transportation, to alert OI and TSA managers and staff to these threats, and to support OI, TSA, and other U.S. Government organizations in their efforts to deter and prevent credible planned or actual attacks against U.S. transportation by providing Intelligence indications and warning support and crisis management assistance.

To support this mission, IW&O maintains a full-time liaison officer presence at seven key Intelligence Community (IC) and Law Enforcement (LE) nodes including DHS's Office of Intelligence and Analysis, the Director of National Intelligence's (DNI) National Counter Terrorism Center, the FBI's National Joint Terrorism Task Force, Customs and Border Protection's National Targeting Center, the National Security Agency (NSA), the DEA-administered El Paso Intelligence Center (EPIC) Air Watch, and the Terrorist Screening Center (TSC). These liaison relationships facilitate the timely analysis and exchange of intelligence relating to transportation security and also provide these other entities with valuable expertise in transportation security as well as real time access to our experts and capabilities in the OI.

In addition to the Headquarters Watch operation, IW&O also maintains an OI office (24/7) at TSA's TSOC. In that capacity, it provides direct intelligence support to the TSOC and the Federal Air Marshal Service's Mission Operations Center. The office also develops and executes all OI field support and Intelligence Operations outreach programs.

### **Current Intelligence and Assessments**

OI's Current Intelligence and Assessments (CI&A) section is a well experienced group of intelligence officers whose products and programs focus on the terrorist threat to transportation. These professionals perform valuable functions in support of daily security readiness and long term strategic planning. Among their products are:

- The Transportation Intelligence Gazette (TIG), Weekly Field Intelligence Summary (WFIS), Suspicious Incidents Report (SIR);
- Specialized analytic assessments focused on terrorist groups, weapons, explosives, Chemical, Biological, Radiological, Nuclear, or High-Yield Explosive threats (CBRNE), modus operandi, tactics and trends;
- Baseline modal threat assessments, updated as developing information warrants; and
- Special reports and other products as needed to support the intelligence needs of TSA, DHS, and the intelligence and law enforcement community.

Significantly, CI&A provides intelligence support for other TSA Assistant Administrators, notably Transportation Sector Network Management (TSNM) and its modal general managers, Security Operations, and Law Enforcement/Federal Air Marshal Service. CI&A products assist these critical TSA components in assessing risk, to include consequence, criticality and vulnerability, and developing appropriate security programs, countermeasures, mitigation strategies and protection guidance.

CI&A's focused examination of data to identify new or unrealized threats in the transportation domain assists TSA leadership in understanding the strategic threat. Analytical products are used in the development of security policies and the setting of program priorities. Transportation intelligence assessments often serve as the key ingredient in shaping Security Directives (SDs) and Emergency Amendments (EAs) to stakeholders and support decisions on countermeasures. Frequently, CI&A coordinates on issues related to the National Infrastructure Protection Program (NIPP), National Strategy for Transportation Security (NSTS), National Planning Scenarios, Strategic Homeland Infrastructure Risk Assessment (SHIRA), Transportation Security Operational Plan (TSOP) and other similar programs. CI&A also plays a critical role in the development and coordination of interagency security initiatives. The Division's Director serves as TSA's technical advisor to the Overseas Security Advisory Council (OSAC) of the Department of State and directs TSA's Chemical and Biological Task Force, which, in turn, provided countermeasures support to the TSA Pandemic Influenza Task Force.

OI directs TSA's Red Cell activity to identify potential vulnerabilities in the transportation system through the use of adversarial (terrorist) role playing and scenario development. All major offices of TSA participate in the Red Cells, to include TSA field personnel, Office of Security Operations, TSNM, OI, Internal Affairs, Information Technology, Operational Process and Technology, Office of Chief Counsel, and Office of Law Enforcement/Federal Air Marshal Service. Red Cell members reflect TSA's broad knowledge, expertise and ability to think creatively and outside-the-box. The purpose of the TSA Red Cell is to provide TSA leadership with threat scenarios that could affect the U.S. transportation infrastructure so that mitigation strategies are developed to counter these vulnerabilities. Following the presentation of the Red Cell scenarios to TSA senior leadership, other TSA offices conduct criticality and consequence analysis, determine appropriate counter measures and validate mitigation strategies. U.S. transportation sector representatives and industry stakeholders are made aware of these Red Cell scenarios which pinpoint potential vulnerabilities to the transportation system so that they may assist TSA in the development of mitigation strategies.

In support of transportation stakeholders, CI&A coordinates with Information Sharing Analysis Centers (ISACs) to ensure awareness of and maintain a baseline understanding of threats to all modes of transportation. The Department, working with the Federal Transit Administration (FTA), coordinates information and threat sharing for rail and transit through the Surface Transportation Information Sharing and Analysis Center (ST-ISAC) in partnership with the Association of American Railroads (AAR) and the American Public Transportation Association (APTA). As part of the significant

partnership that has developed, TSA hosts ST-ISAC representatives at the TSOC. Similarly, CI&A, in coordination with security program officials at DHS, TSA, and DOT, shares threat information with highway, trucking, and motor carrier stakeholders through the Highway Watch program. The TSOC maintains a working area and supporting equipment for this program as well.

Across the critical infrastructure sectors, including transportation, DHS is streamlining governmental organizational structure and processes to improve coordination and engagement with industry stakeholders. Government Coordinating Councils (GCCs) have been established to implement the public-private partnership envisioned by the National Infrastructure Protection Plan. The Transportation Sector GCC formed in January 2006. That council is establishing its membership and operating procedures, direct formation of modal GCCs, and facilitating outreach to stakeholders to foster development of equivalent Sector Coordinating Councils (SCCs) for each of the transportation modes and the sector as a whole. Membership includes TSA as Chair, DHS, Department of Transportation (DOT), Department of Defense (DOD), and the Department of Energy. GCCs in each of the modes are developing strategies, plans, and initiatives for transportation security.

The intelligence professionals at TSA OI provide essential all-source, all modal, foreign and domestic transportation threat intelligence analysis capability in the United States Government.

### **The Path Forward**

Across the spectrum of its transportation security responsibilities, TSA seeks opportunities to enhance security posture and activities through targeted deployment of resources. In the intelligence field, OI has established a Pilot Program to enhance reporting of information obtained incidental to law enforcement and security operations, by deploying Field Intelligence Officers to a select group of airports including Boston, New York (JFK International Airport), Miami, Chicago (O'Hare International Airport), Los Angeles (Los Angeles International Airport), Phoenix and Dallas Fort Worth. Our goal is to improve intelligence support, coordination, and communication between TSA Headquarters, our Federal Security Directors (FSDs) and our modal stakeholders. After a one year trial, the Pilot Program will be evaluated.

The Field Intelligence Officers will serve as the principal advisor to FSDs and their staffs on all intelligence matters. Other responsibilities will include developing and maintaining a working relationship with local, federal, state, and private entities responsible for transportation security, regardless of mode. It is important to note here that while our officers will be based at the airports, they will still interface with the security elements from the local rail, mass transit, highway, and port and pipeline (where applicable) modals to facilitate the sharing and exchange of relevant threat information among these modals. TSA Field Intelligence Officers will gather pertinent law enforcement and intelligence information and ensure it is disseminated throughout the National Intelligence Community. Law enforcement information will be vetted,

validated, and formatted as Homeland Intelligence Reports (HIRs) by TSA's Office of Intelligence HIR program. Upon approval, the HIRs will be disseminated to the Intelligence Community.

Field Intelligence Officer core competencies will include:

- delivery of intelligence briefings to FSDs, senior staff, airport workforce and partner agencies;
- service as intelligence liaisons with applicable federal, state, and local intelligence offices;
- the facilitation of intelligence data sharing from TSA Headquarters via the Office of Intelligence; and
- submission of field intelligence reports to TSA Headquarters via the Office of Intelligence.

Staffing for the Field Intelligence Officers will rely on highly competent and experienced personnel. These officers are expected to interact and coordinate with multiple levels of government and non-government personnel at each site. The Field Intelligence Officers will serve as the face of TSA's Office of Intelligence for thousands of TSA employees working at the airports.

Operational support derives from the TSA Assistant Administrator for Operations and the FSDs at the seven participating airports. TSA's Office of Intelligence has sufficient staffing to support the Pilot Program.

## **Conclusion**

TSA's Office of Intelligence serves a select, specialized community of TSA leadership and key stakeholders. Our position within the government draws upon the expertise of experienced intelligence officers whose focus on the transportation industry provides the intelligence and law enforcement communities with valuable resources with which to prevent a terrorist attack. By providing an organic capability to review, synthesize, and analyze transportation specific intelligence, we make an absolutely critical contribution to our nation's security which complements the efforts made in the Department as well the government as a whole.

Thank you again for this opportunity to inform the subcommittee of our efforts. I would be happy to respond to any questions that you might have.